

ARGUMENT

OF C. G. DAWES

BEFORE

THE BOARD OF TRANSPORTATION OF NEBRASKA,

DELIVERED AUGUST 13, 1891.

Stenographically reported by Bert E. Bette.

The Board of Transportation of Nebraska met at the State Capitol on the afternoon of August 13, 1891, to gain information upon the local rates of Nebraska.

I appear before you to-day in response to the general invitation requesting any one believing that the local rates charged by the railroads in this State are too high, to appear and state the reasons for his belief.

Mr. Deese, attorney of the B. & M. Ry., here interposed and quoted law relative to the power of the board to hear argument not given under oath after hearing such argument they intend to make a finding of fact as to rates.

In the annual report for 1890 of the State Board of Transportation, in its report on maximum freight rates, I find it stated, "The Burlington system of lines in Nebraska extend over so wide a stretch of territory, reaching into those sections supplying a very small traffic, as well as into sections supplying a very considerable traffic, that a tariff of rates adjusted for its lines in Nebraska, on the basis declared just in the resolution of the Board, would answer fully as well for all other lines in the State."

Now, I state to the Board as a matter of opinion, for which I will show the reasons, that the rates of the Chicago, Burlington and Quincy Railroad are made for two purposes: First, to foster and encourage such internal industries in the State as produce commodities for a distant market upon which they can get the long haul, at the highest tariff which the traffic will bear.

I will endeavor to show you that the local rates of this state, which have not been changed since November 1st, 1887, are not rates made to do business upon but they are rates made by which to prevent business. In all through tariff rates made to the eastern portions of the State of Nebraska and in the tariffs made by railroads all over the United States the different classes of freight bear a regular proportion to each other, the second class rate being such a proportion of the first class rate, and third, fourth and fifth class rates also bearing a uniform proportion to the first class rate.

Now, I shall show you that under the local schedule of the C. B. & Q. railroad company they proceed to take the classes of freight, under which I shall show you the most of the commodities of this State are shipped, and arbitrarily raise these classes. In other words, I shall show you, not only a general discrimination against the internal development of Nebraska on all classes of freight by means of high local rates, but I shall show you a discrimination against those classes of freight under the local distance tariff in Nebraska in which the people of this State as producers are most interested.

In order that I may answer this argument, that because the State of Nebraska is not interested in local rates to the extent that it is in through rates, and that therefore it does not make any difference to the people of this State what rates we have for our products from one point in the State to another point in the State, provided we have a living through rate—an argument which so many of these railroad gentlemen have urged in the past to the effect we are interested only in through rates—I wish to read you a list of articles which I have collated from the western classification, the majority of which the interior portion of this State is fitted to produce as against outside competition.

The interior portion of the State of Nebraska is qualified to produce these articles, which I shall read, for the home markets of the eastern part of the State as against Chicago, as the rates to carry them into the home markets of the State.

interior Nebraska had long list I shall answer the objection that the people of this State are not interested in the local rates except upon the articles shipped under commodity rates.

I will now read a list of commodities shipped under fourth and fifth class which could be produced for home markets by interior Nebraska with fair local rates, but which are now discriminated against by local rates to an extent practically prohibitive.

WESTERN CLASSIFICATION—EXHIBIT "A"

Commodities shipped under fourth and fifth classes of freight which could be produced for home markets by interior Nebraska with fair local rates, but which are now discriminated against by local rates which are practically prohibitive:

Table with columns for 'FOURTH CLASS' and 'FIFTH CLASS' listing various commodities like flour, sugar, and other goods.

I will not weary the board by reading them all over, but here are some 150 commodities which this State is fitted naturally to produce for the home markets of the eastern portion of the State, but which I will show they are shut out by unjust and discriminatory local rates, which are preventing the development of interior Nebraska to the benefit of these outside wholesale points.

Tables showing relative discriminations of the local distance tariff of the C. B. & Q. Ry. against fourth and fifth class freight as compared with fourth and fifth class freight shipped under the through freight tariff from Chicago to Nebraska points.

Table showing average percentage which fourth class rate is of first class rate under the through tariff from Chicago, 47.9-13 per cent.

Second table showing the average relation of fourth and fifth class freight to first class freight under the local distance tariff of the C. B. & Q. Ry. for Nebraska:

Table with columns for Miles, First class rate, Fourth class rate, Fifth class rate, Per cent 4th class rate of 1st class rate, Per cent 5th class rate of 1st class rate.

Thus we see that this railroad company, in order to prevent the supplying of home markets by the interior of the state, which would decrease their business into the state under the through rates, arbitrarily raise the fourth and fifth classes out of their usual proportion to the first class for the sake of putting an additional burden on fourth and fifth class of business.

I will now show you the relation of that condition of affairs to the home markets of the State. I have indicated on this chart what portion of the State of Nebraska can compete in the home markets of Nebraska as against Chicago, Kansas City and Omaha on these very products which I have named, (which are shipped as fourth and fifth class freight.)

I will state in the first place that this map is not large enough to indicate the distance on the proper scale from Chicago to Omaha, a distance of 508 miles by the Chicago, Burlington & Quincy railroad, yet I have drawn a curved line around the city of Omaha which represents about the limit of the area where fourth and fifth class shippers in interior Nebraska can ship into Omaha at equal rates with Chicago; that circuit fence is located only 125 miles from the city of Omaha.

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Red Willow County and the Fourteenth District.

INDIANOLA, Aug. 19, 1891.

EDITOR FARMERS' ALLIANCE: As usual the dark and treacherous hand of the enemy was plainly visible from the ranks of the good old patriots who worked the primaries and convention on fusing and trading.

They also took lawyers too freely whom they have been denouncing as the means of drawing the net around them and trafficking in human souls these many years. And yet they take them as of old to degrade our party.

Bro. Burrows has from time to time sounded the keynote of warning to be ever on the alert and not let your vigilance relax. It is the aim of the wealthy politicians to destroy us in the quicksand of fusion, and thus destroy our adhesive powers. I was all independent to beware of the inevitable doom that awaits them should they entertain a single thought of fusion or trade.

I will say to the delegates to the judicial convention take no man of mushroom growth, but men who are tried and true—men who have seen danger lurking in our camp before the independent rose in their might to break the shackles which have bound us these many years. Fusing and trading is what blasted the hopes of all other reform parties.

O. S. VAN DOREN.

Knox County Independents.

CREIGHTON, Aug. 17, 91.

SPECIAL TO THE FARMERS' ALLIANCE: The Knox county independents held their nominating convention at this place last Saturday. The best of feeling and harmony prevailed and the delegates looked like a body of men who meant business.

The nominees are as follows: Treasurer, N. S. Whitmore; county clerk, Charles Van Camp; county judge, McCormick; Niobrara sheriff, Crockett; at present a commissioner; county superintendent, J. P. Preston; an ex-pastor living on his farm at Bazille Mills; for clerk of the court J. T. Lindsay, Jr.

A few weeks before the convention the Niobrara Pioneer had spoken approvingly of Mr. Preston for that position. Some have seemed to think that possibly that was done to get him nominated, and then turn the Catholic vote against him. But perhaps the two wealthiest Catholics in the county, well acquainted with the times and his extreme liberality as to denominationalism, were delegates and stood by Mr. Preston from the start. It is not therefore likely that the opposition can work this racket to any extent.

What we need in this county is a much larger circulation of THE FARMERS' ALLIANCE.

A ROMANTIC TALE.

Told in a Penny Dreadful.

Nothing occurred to disturb the serenity of the lovers. The days sped quickly by, and no shadow came to mar their newly-found happiness. One day, as they sat together on the rustic seat which had been Merriam's favorite nook, she looked up suddenly from a long reverie and said—

"Don't you think, darling, it is strange that we have never heard from your brother John since that eventful night we missed the train? It is nearly a month now since mamma brought us to the sea, and no word from him has yet reached us."

"For a moment the young man by her side was strangely silent. "I did not think it necessary to mention this before, Merriam," he said, there was a little matter between John and myself which rendered it advisable for me not to send him my address. I—"

But even as he spoke the sharp click of the gate in the distance, and a man rapidly entered the grounds and walked towards the speaker, who stood defiant and irresolute. "At last!" muttered the stranger, who, it is almost needless to say, was his brother John. "I have found you. And now," he hissed through his teeth, grasping the other firmly by the wrist, "where is my shirt?"

(The continuation of this story will be found in the next number of the "Scully's Maid's Glory.")

Searching for James the Second's Crown.

A romantic story comes from the pretty village of Trier. There, it is said, James II buried his crown and the valuable relics of his family, and for more than forty years all over the neighborhood, from time to time, people have dug for the buried treasure. Nearly half a century ago a mysterious woman appeared at Trier. She bought a house and large estates, and went up and down the village, having no dealings with the inhabitants, and arousing great curiosity; but after a time some neighbors made her acquaintance, and learned that she was in search of the crown of James II. Legend and romance soon took root in the soil nurtured by this odd woman's mysterious diggings on her estates, and rumor finally said that the lady, Mrs. Deville, was a daughter of George IV and Queen Caroline, and in proof thereof the Fleur de Lis, as everybody knew, was on her shoulder. Moreover, in her bedroom was an ancient bed adorned with crowns on escutcheons. Lord Palmerton was said to have visited her. Finally she died, but the legend did not die with her. The land was sold to a person who had received her confidence, and who continued the quest. This successor is a Parisian shopkeeper. The digger still continues, and still the crown with its priceless stones remains undiscovered.

AGRICULTURAL MATTERS.

INTERESTING ITEMS FOR RURAL READERS.

Keep the Ground Stirred—A Danger in Breeding—When to Dig Potatoes—Geese on the Farm—Feeding Skim Milk—Underdrainage.

Every farmer understands the value of a frequent stirring of the soil in the corn field. The value of this practice, however, is greatly increased in a season of drought. The reason is that the top of the soil by frequent stirring is made to act the part of a sponge, and arrests the moisture that is being constantly poured into the air above.

Once made the following experiment, to obtain an approximate idea of the amount of moisture thus drawn off, and the hindering effect on evaporation through constant stirring of the surface soil.

During a prolonged drought a place in a well traveled highway was selected, where the fine dust was several inches deep. A large bell glass—a two-quart Mason fruit jar will answer the same purpose—was well chilled by contact with ice, wiped perfectly dry and placed mouth down on the dust and covered with several thicknesses of white cotton cloth. After a period of five minutes the cloth was removed and it was found that sufficient moisture had risen from the dust, and condensed on the cold glass, to run down its sides and form a wet ring in the dust, quite plainly discernible.

On the side of the road was a field of corn which the owner had not cultivated for more than a week. The dry weather had formed a multitude of fine cracks in the soil, out of which moisture was passing at a rapid rate. To determine the difference in evaporation of the unstirred ground in the cornfield and the frequently stirred dust in the road was a fact that would be valuable to know. Accordingly we again chilled the glass and placed it in the cornfield in the same manner and for alike period of time as in the road dust. The result showed to our satisfaction that the moisture was pouring out of the cornfield at least three times faster than in the road.

Had the owner of the cornfield kept the ground stirred lightly on top every two or three days he would have arrested this wasting moisture and thereby watered his corn very effectively, besides destroying the noxious weeds. It was worth a try at the time and trouble taken in the experiment to know this principle and learn how thereafter to turn it to valuable account in the cultivation of corn and other crops.

A Danger in Breeding. Even in England the farmers are beginning to think that the breeding of these mountains of horseflesh has been carried too far. There is an ever present danger in the breeding of all animals that the size question will be overdone and carried beyond an economic standard. A correspondent of the London Live Stock Journal writes that paper as follows:

Some breeders are running so much after the heavy type of London draft horses that they are leaving the plow out of sight. There is, he adds, really no reason to do so, for farmers who wish to use lighter horses on their lands can have a market for their geldings if the animals are able to trot well, almost as good as they can have for horses up to the heaviest wagon work. Nothing is more useful on the London streets at present than a thick, square-set horse—wide between the fore legs, active, and not an inch more than 16 hands, indeed 15 2 hands is a good height. They are scarcely procurable, however, and leggy mongrels of no apparent breeding form their looks, have to be taken instead at low prices, and it is difficult to know this principle and learn how thereafter to turn it to valuable account in the cultivation of corn and other crops.

Feeding Skim Milk. We heard so much of the failure in raising calves on the centrifugal skim-milk, that we took occasion to inquire into the reason. In nearly all cases the unsuccessful feeder fed only twice a day, fed it cold, and fed too much of it. The secret of the feeding value of sweet full milk is not the 4 per cent of butter oil alone, but it is the digestibility, owing to the minute division of it all through the milk. We should, therefore, restore some other and cheaper oil—say linsed jelly—and stir it well into the skim-milk, which should be heated to 90°, and fed at least three times a day. This is best done through a calf feeder, though we have seen the simple device of putting some straw in the milk to compel the calf to drink slowly, and that is all that's wanted to make them thrive.—Dairy Messenger.

Protect the Potato. The slightest appearance of curl in the leaf of the potato is a sign of an unhealthy condition, possibly of the rot. Protect against it at once by sprinkling the vines with the following solution. One pound of sulphate of copper, six pounds of lime in a barrel of water. To dispose of the potato beetle at the same time, add a quarter of a pound of paris green. Keep the mixture well stirred, and apply it with a fine spray.

Valuable Hints. Fumigate the granaries with sulphur burned in an iron pot before putting in new grain. The next day it rains get the grain bags out. Mend those that need it, and mark your name on all of them. Manitoba's crop bulletin reports the best and most abundant crop ever known. Harvest will begin about Aug. 15. Sheep require the constant care of some one familiar with their needs and habits if they are to be kept in large numbers. Uniform feeding of sheep during a given preceding winter is necessary to prevent losing wool in the succeeding spring. Feed the pigs in such a way that they will always be glad when feeding time comes and be ready for their provender. Don't let the weeds grow, even in waste places; cut them down before they go to seed. This will save you much trouble next year. Blanketing a horse in the stable makes his coat short and sleek. This makes him look more valuable, and it is easier to keep him clean than a long-haired horse. Hubbard squashes are a most profitable feed for hogs. They are easily grown and can be made to yield ten tons to the acre. They may be fed all winter either raw or steamed. Hay is generally cured too much. It is not necessary to have it so dry as is generally supposed. If not wet by rain or dew hay may be left to cure in the mow before it becomes brittle.

Mr. Holdrege of the B. & M. Ry.—Has Fremont? Mr. Dawes—I don't know whether Fremont has or not. (Continued Next Week.)